RTIP ID# *(required)* LA0D31

Project Description *(clearly describe project)*

The California Department of Transportation proposes to improve northbound and southbound US-101 Van Nuys Blvd off-ramps. The project entails widening the existing off-ramps from one to two lanes; modifying and/or reconstructing shoulders, retaining wall, and sound wall. The southbound ramp improvement will include widening the exit lane from one to two; and the northbound ramp improvement will include a channelization lane approximately 300 meters in length toward the gore of the off-ramp. The project limits are on the US-101 from Post mile 15.3, North of Hazeltine Ave. to Post mile 16.1, North of Van Nuys Blvd.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing State Highway

County	**Narrative Location/Route & Postmiles –** US 101, PM 15.3/16.1 at Van Nuys Blvd. interchange.
Los Angeles	**Caltrans Projects – EA#** 199631

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon	213-897-6117	213-897-1634	Andrew_yoon@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	X **PS&E or Construction**	**Other**

Scheduled Date of Federal Action: Feb. 2008

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	Oct. 2002	Feb. 2007	Dec. 2006	Nov. 2008
End	Dec. 2003	Feb. 2008	Mar. 2008	Oct. 2010

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The Ventura Freeway (US-101), designed and constructed in the late 1940's and early 1950's is heavily utilized for interregional travel and commuter use. The northbound and southbound off-ramps at the Van Nuys Blvd. interchange are located directly east of the US 101/I-405 Junction where heavy congestion is experienced. Both the northbound and southbound off-ramps are currently configured as a one-lane exit ramp, flaring to three lanes wide at the terminal with Van Nuys Blvd, a signalized intersection. The southbound off-ramp is a terminal point for an existing auxiliary lane that begins at the I-405 Junction. The northbound off-ramp does not have or propose an auxiliary lane. Without the proposed project, the formation of potentially long queues may cause additional delays affecting mainline traffic.

Adding another exit lane to the existing southbound off-ramp and providing a channelization lane to the northbound off-ramp will provide additional storage capacity to the Van Nuys Blvd off-ramps, thereby reducing queue lengths and alleviating potential backups onto the mainline. With the proposed ramp improvements, projected traffic volumes will be adequately accommodated within the ramp facility.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The land use surrounding the project area is predominantly medium density commercial with single-family residential. The US-101 freeway crosses the Los Angeles River south of the Van Nuys Blvd. interchange and just north of Hazeltine Avenue.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening	AADT	Truck AADT	% Trucks	LOS
2010 Build	34,660	1,975	5.7	F0
2010 No-Build	34,660	1,,975	5.7	F0

The traffic data above are presented as a sum of all the traffic projected to utilize both the NB and SB off-ramps.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Horizon	AADT	Truck AADT	% Trucks	LOS
2030 Build	37,960	2,164	5.7	F0
2030 No-Build	37,960	2,164	5.7	F0

The traffic data above are presented as a sum of all the traffic projected to utilize both the NB and SB off-ramps.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Higher traffic demand exiting these off-ramps may result in lengthy queues from the ramp terminal that may potentially backup onto the freeway. Expanding the northbound and southbound exit ramps from one to two lanes and providing a channel to the northbound off-ramp would eliminate potential backups onto the freeway.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The northbound and southbound off-ramps at the Van Nuys Blvd. interchange are located directly east of the US 101/I-405 Junction. Currently, both off-ramps are configured as a one-lane exit ramp from the mainline and widen to three lanes at the signalized ramps terminus at Van Nuys Blvd.

This CE/PCE project proposes to widen northbound and southbound off-ramps at Van Nuys Blvd. from one-lane to two-lanes and provide a channelization lane to the northbound off-ramp. This off-ramp improvement project will improve traffic flow, decrease queue lengths, and eliminate potential backups onto the freeway. Based on the projected Build 2030 ADT of 37,960 and total truck percentage of 5.7 percent for the off-ramp that are far less than the thresholds provided in 40CFR93.123(b)(1)(i) and (ii); and the land use that lacks heavy duty diesel trucks; it is believed that this project would not be a project of air quality concern.